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[From the New Orleans Crescent, March 24.]

By way of Brownsville we have advices from the city of Mexico to the 2d instant, one or two days later from the city of Vera Cruz, and another from the city of Tampico. *Flag says* it would seem that quiet has not been yet fully restored. There appears still some dissatisfaction in the ranks of the army, and the Government has ordered the *Munio Ledo* of Guanajuato, had sent his Secretary to Mexico, says the *Trois d'Union*, to treat with the present Government, but the latter has refused to do so, and is still in the city as to cause his arrest. It is further stated that a large military force would be sent to Guanajuato, and the force that State into the arrangement of the 6th of March.

Another version of the same kind is, "If the latter party's mission will be successful."

General Don Sr. Alvarez has asked the port of Acapulco, and the Government has declined to grant it, through the Presidency of Gen. Lombardini.

With these exceptions the trouble elsewhere seems quiet, and the Government has the capital anxious that President Lombardial was about proceeding to the formation of his cabinet. It is thought that Sr. Barandiaran will be named for the Ministry of the Interior, and Sr. Miguel Maso will receive the Secretaryship of the Treasury.

Gen. Santa Anna, the *Trois d'Union* says, has already received the votes of thirteen States, as their choice for the Presidency.

In Tampico, one Gen. Gomez, who sign himself "Commanding General of the State Tamaulipas," has taken upon himself to send a letter to the President of the Republic with Vera Cruz, and "by virtue of other authority," to remodel the tariff of 1846, by which he desires, among other things, to exempt the sugar from the duty of 20 per cent of Tampico and Vera Cruz, shall pay a duty of two dollars per barrel, while the same article at Matamoros must pay a duty of four dollars. He further desires to have the pleasure of seeing the President, however, he hardly expects to see him, and he has no doubt that General Wolf has received the command, which he assumes himself. The papers of the capital announce that General Wolf will lead the army to the city of Tampico, and assigned the post of "Commanding General of the State of Tamaulipas." He has already led the capital to Vera Cruz, en route for the seat of his future operations.

### Railroad Intelligence.

**LAKE SUPERIOR RAILROAD.**  
The Green Bay, Milwaukee and Ashland Railroad Company have received favorable propositions from Messrs. Bishop & Co., of Bridgeport, Conn., for the immediate construction of that portion of their road between Milwaukee and the State of Wisconsin. It is important, in order to carry out this measure to a conclusion, at an earliest possible day, that the citizens of Milwaukee should aid by an encouraging local subscription. Should the Legislature have time to pass a law authorizing Milwaukee to issue its bonds, (in pursuance of the act of the Legislature of September last,) for the necessary amount, it will insure a speedy completion of this and the Fond du Lac road, and by it means place beyond a contingency the certainty of both being completed and in operation within the next eighteen months.

**CHICAGO AND ROCK ISLAND ROAD.**  
This road is doing a business large beyond the expectations of all parties. Its cars are always full. Another train is required to accommodate the passenger business alone, and it will be put on in a few days—the cause of the delay being the want of cars. Since the completion of this road, it has stripped the canal of its passenger business, and will also make a big inroad upon its freight business within the next three months, unless the tolls are greatly reduced on the latter.

**THE LATE ACCIDENT ON THE BALTIMORE AND OHIO RAILROAD.**—The *Cumberland Journal* of yesterday has the following account of the fatal late railroad accident: "It is stated that the accident is doing well, as is also Mr. Gardner, the brakeman. Dr. C. is not yet aware of the death of Miss Pease, who was under his charge. Louis Delino, one of the killed, had with him a bill of exchange on the Rothschilds of Paris for 25,000 francs, another for a small amount of sterling exchange on the Rothschilds of London, together with an assignment of one-half of a claim on the United States government growing out of the seizure of a vessel called the *Deceit*. This ship was wrecked, and the crew killed, was a native of Rockville, Montgomery county, Md., and had settled at Green Bay, Wis., in the practice of the law. He was on his return to visit his friends, for the first time since leaving his native State. His body was forwarded to his friends in Montgomery county. All the wounded are rapidly recovering."

**FIRE IN ELMIRA, CHEMUNG COUNTY.—LOSS**  
about \$15,000.—On the 29th ult a fire broke out in the clothing store of Mr. Hogan, on Water street, opposite the Board House, which destroyed several wooden buildings and contents of the store. The origin of the fire is unknown. Losses: Hogan's clothing store, \$2,500, nearly covered by insurance. West's meat market, \$2,700, no insurance. Geo. W. Toles, grocer, nearly covered by insurance. Richard Fitzgerald, \$11,200, insured \$1,000.

**CANAL TOLLS.**—The following changes in the rates of tolls on the New York canals have been made by the Canal Board, to take effect on the opening of navigation, April 20th:—

	From M. F.	To M. F.
On slate, all stones, wrought or partly wrought.....	2	1 5
" n wrought stone.....	1 5	1
" n lime stone.....	1	5
On barytes.....	8	5
On iron ore.....	1	5
On brick.....	1	5
On sandwst.....	4	5
On straw.....	5	4 1

Note.—Chassis was reduced by the Canal Board, March 26, 1832, from 3 mills to 1½ mills.

**APPOINTMENT OF GOVERNOR-STEVENS ORDERED BY SENATE OF MAJOR STEVENS.**

(From the Washington Intelligence, March 25, 1859.)

As the Senate of the United States has been unanimously recommended at the session of Congress just concluded, that organizing the new territory of Washington is one of the most important measures which the Government should adopt, and that ladder of empire on which this growing nation is mounting to the loftiest heights of political greatness. This subject has been of course, the subject of much discussion, and the huge capital wherewith nations' energies are to expend themselves. We need not look forward to longer territorial probations than between five and ten years, and we are glad to see the Senate so honorably order to our great family of States.

"Washington Territory" (so named with singular inappropriateness, and the Senate of course, with the same) already confessed nomenclature, will have to be changed) comprises the northern portion of the recent Oregon Territory, and is bounded on the north by the Colorado River, on the east by the great Walla-Walla, (some two hundred and sixty miles,) where the parallel of forty-six degrees of latitude intersects it; thence by this parallel of latitude to the Gulf of Georgia, and thence by a line following this mountain crest to latitude forty-nine degrees, and thence runs west on this parallel to the Gulf of Georgia, and thence to the Strait of Juan de Fuca, which is limited on the west. We derive, from a scientific and well informed source, some particulars respecting this territory, not readily accessible to the public, and which we deem it to be our duty to make known.

"Washington Territory" lies chiefly between latitudes 46 degrees and 49 degrees and between longitudes 110 degrees and 124 degrees. It is bounded on the north by the parallel of latitude and parallels must soon be accurately determined, and it must be decided where the crest of the Rocky Mountains lies, and the problem may be solved by the easy solution of Mr. Lewis and Clark's route, the living Astoria map, and the Indian Bureau and Topographical Bureau maps, all represent these mountains differently, and the only way to settle the question is by making the best recent explorations essentially agree; indicating at least three parallel ranges running nearly north and south, and the western range of the Coast Range by north and south range. Exploration may show the necessity of a more definite eastern boundary. On the north the mouth of Fraser's river is so near to latitude 49 degrees that the doubt of the boundary is not a serious question for the States, though this is improbable. There are thus several important geographical questions connected with the territory, and which we deem it our duty to make known.

"Washington Territory" has within its limited portions as well explored, and others as nearly unknown, as can be found in any of our Territories. The Columbia River was thoroughly surveyed by Captain Wilkes, two sheets out of six being now published. It was surveyed by Belcher in 1850, and two sheets are published among the Admiralty charts, and the rest are yet unpublished. A comparison of these several surveys with Vancouver's indicates a remarkable similarity, and the Coast Range has been surveyed by the Coast Survey, but the survey is not published. Grey's Harbor has also been just surveyed, and the same particulars. The Strait of Juan de Fuca, and the very important Strait of Fuca, and many harbors on the mainland and on Vancouver's Island, have been surveyed, and the Coast Survey, but the survey is not published. Grey's Harbor has also been just surveyed, and the same particulars. The Strait of Juan de Fuca, and the very important Strait of Fuca, and many harbors on the mainland and on Vancouver's Island, have been surveyed, and the Coast Survey, but the survey is not published.

A coast survey reconnaissance has now extended up the entire Pacific coast and along the south coast of the Strait of Juan de Fuca, and the survey is not published. Grey's Harbor has also been just surveyed, and the same particulars. The Strait of Juan de Fuca, and the very important Strait of Fuca, and many harbors on the mainland and on Vancouver's Island, have been surveyed, and the Coast Survey, but the survey is not published.

The interior portion of this section is but imperfectly known. The land office surveys north of the Columbia River have been made, and the survey is not published. Grey's Harbor has also been just surveyed, and the same particulars. The Strait of Juan de Fuca, and the very important Strait of Fuca, and many harbors on the mainland and on Vancouver's Island, have been surveyed, and the Coast Survey, but the survey is not published.

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West Point, a highly efficient constructing officer of Engineers, distinguished on General Scott's staff in Mexico, and afterwards on General Sherman's, difficult administrative duties of recent position in the War Department, has been called upon to accept of a post in a manner as to elicit frequent encomiums from Professor Barthe, the Superintendent of the Coast Survey, and the Secretary of the Navy, and has taken to himself most usefully felt in the sphere on which he is entering. We expect from his energy, from his liberality of mind, and from his high position, that his present term to expire without preening to the public a tolerably complete map of the Territory, and such reports as will give a clear conception of the surface, soil, and resources of the several localities, and thus enable us to become a State with a voice in our national councils. We are confident that he will be able to accomplish this, and much more, in addition to the important and laborious duties which will ~~be~~ <sup>be</sup> active upon him during the term of his office, and in the operation the machinery of a new territorial government.

[From the Boston Post]

Among the appointments of Massachusetts men to office by President Pierce, which have been confirmed by the Senate, is that of John W. Stevens, of Lowell, to the new Territory of Washington. Governor Stevens is a native of Andover, and a graduate of 1839 at West Point, with the highest honors of his class. For a few years previous to his appointment he was in the service of the engineer corps of the army, in charge of the public fortifications at Fort-mouth, N. H., and at Portland, and the marine battery at Fort Hancock, Maine. Fort Knox, at the latter place, was planned, and its construction has thus far been directed, by him.

Upon the determination of our government to reconquer Mexico, by attacking Mexico by the Gulf of Mexico, he was pursued by General Scott, and was assigned to duty as a lieutenant of the engineer corps, was assigned to duty as one of the staff of General Scott, and during that General Scott's campaign he was distinguished by his actions as to have honorable mention in nearly all of his reports and in the officer's despatches, and as to receive two laurels from

For the past two years, Governor Stevens has been the assistant to Professor Bache upon the coast survey. The magnitude of that work, of which few are aware, requires a high order of ability and a high order of character. In charge of that office, Governor Stevens has become familiarly known to the leading men in Washington.

Since this appointment the President has determined to send him to the Pacific coast to examine the route of the Northern Pacific Railroad line, under a recent act of Congress making an appropriation to explore the different proposed routes across the continent, and to report thereon as soon as it can be organized at some point in Iowa or Minnesota, and will probably be on its way to the mouth of the Columbia River, where the Columbia river is the natural northern line on the Pacific coast.

It is from the mouth of the river, for a distance of half a mile, to the southern boundary of Washington territory.

It is not to be imagined that the Pacific coast is a barren, a man of more indomitable energy and perseverance, than Governor Stevens, to take charge of so important an expedition.

ately forwarded to the State Department of Mr. Schenck, the American Minister in Brazil, by reference to the slave trade, and the utter inefficiency of our cruisers to put a stop to the desecration of the American flag, propose four remedies, of which the first is a strong measure, viz. :—

1. To prohibit all trade in American bottoms between Brazil and the African coast, so as to prevent the evasions now practiced.
2. To prohibit the procurement from

mail in America bottoms of articles useful only in the slave trade, as gunpowder, gongs, and cloths. 3. To provide for the purchase of the slaves of the United States by letters. 4. An immediate recognition of the naval force belonging to the Brazilian station, so as to prevent the capture of the vessels of that country, and to prevent the slaves from the crests and behind the islands where they take refuge.

**MAINE LEGISLATURE.**—The Maine Legislature adjourned without day on the 1st inst., making a session of twelve weeks and two days—a shorter session than usual of late years. Two hundred and thirty bills of various sorts were introduced, and one hundred, and signed by the Governor, among which was the new liquor law. No United States Senator was chosen. The new bill for a board of school commissioners, and the bill of divorce, were referred to a committee. A commission in regard to the Massachusetts lands in this State was appointed, under a resolve to that effect—two on the part of the House, and one on the part of the Senate. The House appointed General Williams, and the Senate, General Rogers, and Elijah L. Hamlin, of Bangor. They are to report to the Governor and Council; and if deemed necessary, the Governor is to call an extra session of the Legislature, to consider the report. The report of the Augusta papers, containing a detail of the last two days' proceedings, did not reach us yesterday.

FROM EL PASO.—The revolution in Chihuahua is not a very serious aspect. Trices has everything his own way, having but very little opposition. The revolution will probably be a bloodless one. At El Paso, there was supposed to oppose the claims of Trices, the former governor, but he was so completely defeated was related, as illustrating the popularity of Trices at El Paso. Some Americans crossed the river to El Paso, and were arrested. The question was asked, "What do you yell hurrál for?" and they replied, "Pierce." The name was mistaken for Trices, and they were immediately released.

WHOLESALE DESTRUCTION OF LETTERS.—On Wednesday last seven hundred bushels, or about one million, of dead letters were destroyed, in accordance with the usage of the Post Office Department. They were carried to Monument square, and spread over a large area of ground, and then the incineration was applied. The entire mass of mail material was soon in a blaze, and several hours elapsed before the conflagration was completed; the official attendants meanwhile raising the burning fragments to facilitate operations. *—Washing. in Re-*

have received parcels from Santa Fe, New Mexico, on February 26th.

A mail from the United States arrived on the 26th inst.

The trip from Independence was a pleasant one, and the men were in good condition until they reached Fort Union, where they met a heavy fall of snow, which delayed the party somewhat beyond the usual time.

Governor Lane, on the 27th inst., issued a proclamation to the Ute and Jicarilla Apache tribes of the north, west of the Rio Grande.

The day which was lately made by order of the governor of the territory, was issued for the purpose of decorating the graves of the soldiers who died in the late war. The governor also issued a proclamation to the effect that any person who should be guilty of murdering or mutilating a person to such extent, as to render it unfit for further use.

The Navajo Indians are represented as being very good soldiers, and are capable of doing much service for agricultural improvement, they may be induced easily to abandon their predatory habits, and confine themselves to successful farming.

From the fact that the Ute express a desire to turn their attention to farming and stock raising. Indeed, if the more numerous tribes of the north and north-west of Mexico, were that all our own tribes might be induced to turn their attention to agricultural pursuits in a short time.

Governor Lane was to leave Santa Fe in a few days for Fort Union, to return by the Gila, Copper Mines, and Fort Foster. The Governor seems determined to make him acquainted with the territory, and the habits and the people at large.

The correspondent of the *Guard*, gives the following account of an act of Lynch law barbarity at Fort Union, which, if true, should subject the perpetrators to a punishment more severe than a mere reprimand:

Two men, Captain Cox and one Captain Sykes have been in the line of whipping children, both Americans and Mexicans, in found near the Fort, for the offense, as they say, of firing liquor to the soldiers.

Without a trial—thus incurring the punishment of the innocent as well as the guilty. These same worthy individuals, a short time since, returned to the United States, as the promoters of Barclay's Fort and a gentleman of high repute, to be driven from the Fort, an outrage which has caused much indignation.

Fort stands upon Mr. Barclay's own land. But, Mr. Barclay, I have not yet reached the extent of these outrages. About the same time two unfortunate women, the brave Capt. Sykes, with a guard of some ten men, proceeded to arrest these women, took them to the jail, and kept them in a year prison, where they remained during the night, in company with about twenty prisoners of the opposite sex. The next morning the women were taken to the jail, and were released from fifteen to twenty five lashes, on the bare back. They were then subjected to the further indignity of being their hair cut close to the head, and drummed and bayoneted, and all the usual gross outrages.

**Married.**

At All Saint-Church, on Sunday, April 3, by the Rev. E. Eigenbort, Mr. GEORGE J. HUNTER to Miss SARAH ALMA DUNN, daughter of Jacob Durnee, Esq. of all the city.

At All Saint-Church, L. I., April 2, by the Rev. C. Reynolds, HENRY BROADBENT of the steamship Franklin, to Miss SARAH ALMA DUNN, daughter of Jacob Durnee, Esq. of all the city.

At All Saint-Church, L. I., April 2, by the Rev. Dr. Lillenthal, JACOB BLUMENTHAL to Miss AMELIA SCHNEIDER, both of this city.

**Died.**

On Friday, April 1, after much suffering, SCARLETT, the wife of Theodore Lauenstein, aged twenty-five years.

On Saturday, April 2, OWEN GILLESPIE, aged forty-five years, a friend, and the friends of his brother-in-law, Thos. Gillett, also the members of the H. U. B. Society, are respectfully invited to attend his funeral, from his late residence, 111 West 11th street, and Ninth avenue, this noon, at 1 o'clock.

On Sunday morning, April 3, at 9 o'clock after a painful illness, of about a week, JOHN J. HENRY, aged 44 years, his friends are respectfully requested to attend the funeral, from his late residence, No. 12 Fulton street, at 10 o'clock, to-morrow afternoon, at 3 o'clock. The religious papers will please copy.

On Saturday evening, April 2, after a lingering illness, of about a week, CATHERINE V. WILLIAMS, aged 1 year 11 months and 8 days.

The friends and acquaintances are respectfully invited to attend the funeral, from the late residence of her father's residence, 70 Forsyth street, without further notice.

On Thursday, March 31, of inflammation of the lungs, the wife of Mr. ADRIAN C. ANDERSON, aged 2 years.

The remains will be taken to New Haven, Conn., for interment.

the friends and acquaintances of the family are respectfully invited to attend the funeral, which will be held at 10 o'clock, Monday, April 2, at the residence of the deceased, 54 Broadway street, corner of Columbia, to-morrow morning, at two o'clock. His remains will be taken to Brooklyn, on Tuesday evening, April 2, HANNAH BERKIN wife of William C. Smith, and daughter of Mrs. and Cynthia Wicks, in the 25th year of her age. Her remains will be taken to the residence of her mother, to attend her funeral this afternoon, at 3 o'clock, at her late residence, Old Bedford Road, Near Fulton street, Brooklyn, on Tuesday evening, April 2, LUCY VINCIGLIA, daughter of Benjamin and Lucy (nee) Adams, 6 years 11 months and 3 days. Her remains will be taken to the residence of her mother, to attend the funeral, from the residence of her mother, No 54 Broad street, Brooklyn, this afternoon, at 3 o'clock.

Saturday April 2 after a lingering illness, EDWARD HAVENSTEIN, in the 27th year of his age  
his relatives and friends are respectfully invited to attend his funeral at 1 o'clock from the residence of his mother, No 193 West 12th street, after their invitation

Saturday, April 2, EDNA wife of Robert C. Evans, in the 27th year of her age  
and her funeral this afternoon, at 1 o'clock from the place of her husband corner of Amos and Hudson streets, without further invitation. The remains will be in the City Hall

Sunday, April 3 Mrs. BRIDGET HICKEY, wife of Wm. J. stone cutter, aged 48 years  
the friends of the family are respectfully invited to attend her funeral at 10 o'clock from at 3 o'clock at the late residence, 102 Bridget street, Brooklyn, without her invitation.

Postmaster Philadelphia papers please copy  
Sunday morning, April 3 ten minutes before 12 o'clock, PATRICK CHAMBERLAIN, aged 47 years and 6

friends and those of the family are respectfully invited to attend the funeral this afternoon, at 2 o'clock, at his late residence, Thirty-ninth street, between Lexington and Fifth avenues. The family will receive on Saturday and Sunday, April 2, CHARLES HENRY, son of William V. and Amy C. Curtis, aged 2 years 7 months and 10 days.

Relatives and friends of the family are invited to attend his funeral this afternoon, at 2 o'clock, from the residence of his grandfather, Joseph Curtis, 39 East 10th street, New York City, on Sunday, April 3, Mrs. AGNES ATHEN, widow of the John Athin, in the 47th year of her age.

Relatives and friends of the family are respectfully invited to attend the funeral of the late JAMES C. CURTIS, aged 43 years, on Sunday, April 3, at 2 o'clock, from St. Thomas Church, corner of Broadway and West street.

April 3 at New Brighton, S. I. JANE, aged daughter of Joseph and Jessie Esterbrook, aged 9 and 10 months.

Funeral on Sunday, April 3, at 2 o'clock, at St. LUKE, wife of Andrew O'Connor, in 44th year of her age.

**Weekly Report of Deaths**  
The City and County of New York, from the 26th day of March to the 24 day of April, 1933.  
84; Women, 109; Boys, 103; Girls, 105—Total, 401.

DISEASES.			
1	Fever typhoid	1	at
2	Fever typhus	1	ch
3	Fevers	1	Hyd
4	Heart congestive	2	2
5	Heart disease of	10	2
6	Heaving cough	1	2
7	Hypertrophy of heart	1	2
8	Inflammation of brain	7	2
9	Inflammation of bowels	1	2
10	Inflammation of chest	1	2
11	Inflammation of heart	1	2
12	Inflammation of lungs	1	2
13	Inflammation of stomach	3	2
14	Inflammation of throat	1	2
15	Inflammation of liver	1	2
16	Inflammation of womb	1	2
17	Jaundice	1	2
18	Killed or murdered	1	2
19	Leprosy	1	2
20	Malaria	12	four
21	Meads	6	6
22	Meningitis	1	2
23	Malaria	2	6
24	Old age	1	2
25	Parasitic diseases	1	2
26	Pneumonia	1	2
27	Pneumonia	10	2
28	Pneumonia	1	2
29	Pneumonia	1	2
30	Pneumonia	1	2
31	Pneumonia	1	2
32	Pneumonia	1	2
33	Pneumonia	1	2
34	Pneumonia	1	2
35	Pneumonia	1	2
36	Pneumonia	1	2
37	Pneumonia	1	2
38	Pneumonia	1	2
39	Pneumonia	1	2
40	Pneumonia	1	2
41	Pneumonia	1	2
42	Pneumonia	1	2
43	Pneumonia	1	2
44	Pneumonia	1	2
45	Pneumonia	1	2
46	Pneumonia	1	2
47	Pneumonia	1	2
48	Pneumonia	1	2
49	Pneumonia	1	2
50	Pneumonia	1	2

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**Notes**—The following are coastwise and foreign arrivals at Philadelphia from 1830 to 1839, inclusive, as reported in the *Philadelphia Record*, 1830-1839. Arrivals from 1830-1839: 1830, 570; 1831, 500; 1832, 520; 1833, 540; 1834, 560; 1835, 580; 1836, 600; 1837, 620; 1838, 640; 1839, 660. Arrivals from 1840-1849: 1840, 680; 1841, 700; 1842, 720; 1843, 740; 1844, 760; 1845, 780; 1846, 800; 1847, 820; 1848, 840; 1849, 860. Arrivals from 1850-1859: 1850, 880; 1851, 900; 1852, 920; 1853, 940; 1854, 960; 1855, 980; 1856, 1000; 1857, 1020; 1858, 1040; 1859, 1060. Arrivals from 1860-1869: 1860, 1080; 1861, 1100; 1862, 1120; 1863, 1140; 1864, 1160; 1865, 1180; 1866, 1200; 1867, 1220; 1868, 1240; 1869, 1260. Arrivals from 1870-1879: 1870, 1280; 1871, 1300; 1872, 1320; 1873, 1340; 1874, 1360; 1875, 1380; 1876, 1400; 1877, 1420; 1878, 1440; 1879, 1460. Arrivals from 1880-1889: 1880, 1480; 1881, 1500; 1882, 1520; 1883, 1540; 1884, 1560; 1885, 1580; 1886, 1600; 1887, 1620; 1888, 1640; 1889, 1660. Arrivals from 1890-1899: 1890, 1680; 1891, 1700; 1892, 1720; 1893, 1740; 1894, 1760; 1895, 1780; 1896, 1800; 1897, 1820; 1898, 1840; 1899, 1860. Arrivals from 1900-1909: 1900, 1880; 1901, 1900; 1902, 1920; 1903, 1940; 1904, 1960; 1905, 1980; 1906, 2000; 1907, 2020; 1908, 2040; 1909, 2060. Arrivals from 1910-1919: 1910, 2080; 1911, 2100; 1912, 2120; 1913, 2140; 1914, 2160; 1915, 2180; 1916, 2200; 1917, 2220; 1918, 2240; 1919, 2260. Arrivals from 1920-1929: 1920, 2280; 1921, 2300; 1922, 2320; 1923, 2340; 1924, 2360; 1925, 2380; 1926, 2400; 1927, 2420; 1928, 2440; 1929, 2460. Arrivals from 1930-1939: 1930, 2480; 1931, 2500; 1932, 2520; 1933, 2540; 1934, 2560; 1935, 2580; 1936, 2600; 1937, 2620; 1938, 2640; 1939, 2660. Arrivals from 1940-1949: 1940, 2680; 1941, 2700; 1942, 2720; 1943, 2740; 1944, 2760; 1945, 2780; 1946, 2800; 1947, 2820; 1948, 2840; 1949, 2860. Arrivals from 1950-1959: 1950, 2880; 1951, 2900; 1952, 2920; 1953, 2940; 1954, 2960; 1955, 2980; 1956, 3000; 1957, 3020; 1958, 3040; 1959, 3060. Arrivals from 1960-1969: 1960, 3080; 1961, 3100; 1962, 3120; 1963, 3140; 1964, 3160; 1965, 3180; 1966, 3200; 1967, 3220; 1968, 3240; 1969, 3260. Arrivals from 1970-1979: 1970, 3280; 1971, 3300; 1972, 3320; 1973, 3340; 1974, 3360; 1975, 3380; 1976, 3400; 1977, 3420; 1978, 3440; 1979, 3460. Arrivals from 1980-1989: 1980, 3480; 1981, 3500; 1982, 3520; 1983, 3540; 1984, 3560; 1985, 3580; 1986, 3600; 1987, 3620; 1988, 3640; 1989, 3660. Arrivals from 1990-1999: 1990, 3680; 1991, 3700; 1992, 3720; 1993, 3740; 1994, 3760; 1995, 3780; 1996, 3800; 1997, 3820; 1998, 3840; 1999, 3860. Arrivals from 2000-2009: 2000, 3880; 2001, 3900; 2002, 3920; 2003, 3940; 2004, 3960; 2005, 3980; 2006, 4000; 2007, 4020; 2008, 4040; 2009, 4060. Arrivals from 2010-2019: 2010, 4080; 2011, 4100; 2012, 4120; 2013, 4140; 2014, 4160; 2015, 4180; 2016, 4200; 2017, 4220; 2018, 4240; 2019, 4260. Arrivals from 2020-2029: 2020, 4280; 2021, 4300; 2022, 4320; 2023, 4340; 2024, 4360; 2025, 4380; 2026, 4400; 2027, 4420; 2028, 4440; 2029, 4460. Arrivals from 2030-2039: 2030, 4480; 2031, 4500; 2032, 4520; 2033, 4540; 2034, 4560; 2035, 4580; 2036, 4600; 2037, 4620; 2038, 4640; 2039, 4660. Arrivals from 2040-2049: 2040, 4680; 2041, 4700; 2042, 4720; 2043, 4740; 2044, 4760; 2045, 4780; 2046, 4800; 2047, 4820; 2048, 4840; 2049, 4860. Arrivals from 2050-2059: 2050, 4880; 2051, 4900; 2052, 4920; 2053, 4940; 2054, 4960; 2055, 4980; 2056, 5000; 2057, 5020; 2058, 5040; 2059, 5060. Arrivals from 2060-2069: 2060, 5080; 2061, 5100; 2062, 5120; 2063, 5140; 2064, 5160; 2065, 5180; 2066, 5200; 2067, 5220; 2068, 5240; 2069, 5260. Arrivals from 2070-2079: 2070, 5280; 2071, 5300; 2072, 5320; 2073, 5340; 2074, 5360; 2075, 5380; 2076, 5400; 2077, 5420; 2078, 5440; 2079, 5460. Arrivals from 2080-2089: 2080, 5480; 2081, 5500; 2082, 5520; 2083, 5540; 2084, 5560; 2085, 5580; 2086, 5600; 2087, 5620; 2088, 5640; 2089, 5660. Arrivals from 2090-2099: 2090, 5680; 2091, 5700; 2092, 5720; 2093, 5740; 2094, 5760; 2095, 5780; 2096, 5800; 2097, 5820; 2098, 5840; 2099, 5860. Arrivals from 2100-2109: 2100, 5880; 2101, 5900; 2102, 5920; 2103, 5940; 2104, 5960; 2105, 5980; 2106, 6000; 2107, 6020; 2108, 6040; 2109, 6060. Arrivals from 2110-2119: 2110, 6080; 2111, 6100; 2112, 6120; 2113, 6140; 2114, 6160; 2115, 6180; 2116, 6200; 2117, 6220; 2118, 6240; 2119, 6260. Arrivals from 2120-2129: 2120, 6280; 2121, 6300; 2122, 6320; 2123, 6340; 2124, 6360; 2125, 6380; 2126, 6400; 2127, 6420; 2128, 6440; 2129, 6460. Arrivals from 2130-2139: 2130, 6480; 2131, 6500; 2132,

Ship: brig; 30 chrs; 14 alops; 2-270. Of  
ship, 8 barkas, 10 brigas, and 19 schres were  
lost. The Bremen; 1 brig Tanchia, and the remainder  
scattered.

Platt, late of bark Eureka, of San Francisco, sick,  
arrived from Fejee Islands in bark Mail of Sigsbee,  
sailed at Manila about Jan 13. He had been sick,  
recovering.

**Telegraphic Marine Reports.**

Boston, April 3.  
Said-Schur Mariner, Philadelphia.  
New Orleans, March 31.  
Said-Ships Bennington, Boston; Pacific, N.York.

**Herald Maritime Correspondence.**

PHILADELPHIA, April 3.-1 P.M.  
Said-Bark A H Kimball, Sleeper, New Orleans, via  
said: brig Malvera, Jarnson, Cienfuegos; Orion,  
do; schrs Ide, Nielsen, Waseham; G L Riga, W  
do; schrs Ide, Nielsen, Waseham; G L Riga, W

PANAMA  
derwood  
B-westen  
schs, Ak  
21st  
Preston  
N York  
R  
Brum  
Friedel  
Cienfue  
W  
At do  
W

ment, Cullen, Nelson; J. P. Brown, Collett, Chandler,  
 Albee, Reeves, Johnson, Nye, Thomas, Foster,  
 and others. **Deaths.**—Mrs. Mary Ann, of  
 Providence; do, Lonsdale, Baker, and Delmar; Mary  
 C. Peck, of Providence.  
**Deaths.**—The citizens of Richmond, Mitchell, Hill,  
 and others, of Boston; John, of Hallowell; John  
 C. Ordway, of Echo; Hovey, Boston; Adelia Rogers,  
 of Bridge Acorn; Combs, do; Frederick (Br),  
 of Hallowell; John, of Hallowell; George, of  
 R. Chandler, Port. Hartford; J. Williamson Jr, May  
 Hero, Leverett, Blinnard; Elizabeth & Eleanor,  
 of Savannah.

**Disasters &c.**  
 A STEAMER HIG was ashore on McIntosh Key on  
 Monday, with rails flying and mainmast gone, ap-  
 parently to have been on but a short time; could not be  
 saved.

**Notice to Mariners.**  
 A new high-water mark has been erected on the eastern  
 side of the Bird Island, in Alcoa Bay, and since let  
 out to the public.

COAST SURVEY OFFICE, March 19, 1853. I have the honor to submit herewith the latitudes of points in the Straits of Juan de Fuca, of Washington, from observations made by As-George Davidson, and computed in this office. The altitude of Seabrook harbor depends on an extension of observations, and that of Fale Dungeness point Hudson on preliminary observations, and are correct to the nearest second of arc.

[illegible]

of cruise: Young Hies, Wyer, do, 800 sp, of  
from Dec 3, of Bravo, Altamahas, Hammond,  
Feb 1, lat 50 N, lon 50 W, an extraordinary  
hailing bark, showing a white signal with an  
orange.

**Foreign Ports.**  
do, PR—No Am vessels in port at March 12.  
do, in port Jan 20, ship M. Howes, Patten, from  
just ar: bark Wallace, Turner, from San Fran-  
cisco.

do, PR—in port March 15, Belgian brig Mary, Ro-  
chambeau, in port March 18. (or expected from a  
sailing port), bark Peruvian, Mahoney, to load for  
New York.

do, in port at March 21, brig Adelaide, for New  
York; sch. Messenger, for do, 3 days.  
do, in port at March 21, brig Try Hard, of East-  
Ind, M. G. Moberg, condemned (so reported).

do, in port at March 15, bark (French) (Fr), Ra-  
cheille, to load for Boston.

do, in port at March 15, bark (Chile), Duval, had  
and cargo between decks; Parana, Langston, for  
New York; bark Manto, Stinson, to load for Bos-  
ton; bark (Chile), Stinkink; Hilda Clara,  
do, do; bark Parana, Langston, for New York  
do, do; bark (Chile), Duval, to load for Boston; bark  
do, do, for Boston; bark (Chile), Stinkink; Hilda Clara,  
do, do; bark Parana, Langston, for New York

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Philadelphia; brigs Santa Cruz (Ble-  
 kenswep Oct 20, Plymouth. Oct 16, Falmes (Br)  
 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838,

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1, propeller ship, along W D. (1)  
 March 26, schrs W B Douglas, Cambridge, Mass.; Wm B. Shiao, 24, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1

schs Wm P Williams, Rogers, Norfolk;  
schs Philadelphia; Elizabeth, Wette, N.  
—*Apr March 1*, schs Secre, do  
*Apr April 1*, brg Lafayette, Gifford, Sears-  
shs; schs Henry Gibbs, N Bedford for N  
Perry, Norfolk; Oriental, Jones, Wel-  
A: Antelope, Wormwood, Kennecab for  
—*Apr March 3*, schs Boring, do  
Orion, Flunkum, Portland, Thoms,  
Coldely, York, Baltimore; Roxbury, Mich-  
e for Virginia; Ottoman, Clifford, Sears-  
shs.  
—*Apr March 3*, schs Ellen Rodman,  
schs; Sylvia E, Bourne, Cohasset, Rogers  
Larkin, Churubuck, Wareham for Phila-  
April 1, schs Cornelia, New York; Y-  
e (Cohasset Narrows), Alexandria; Lar-  
e (from Wareham), Philadelphia.  
—*Apr March 3*, brg Myra, Hall, Philadel-

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March 29, schrs Saml L Crocker, Phil-  
 ia; Charles, Padelford, do.  
 -Arr March 25, schrs S D Hart, Rowley,  
 N. C. -Arr March 25, schrs E S Willets,  
 Myers, NYork; Minnesota, do. Cld 25th,  
 Minn. NYork; 27th, schrs Deborah, NYork.  
 N. C. -Arr March 29, brig Manuella, Kel-  
 N Berry Pendleton, do. Cld brig Kate  
 Matanzas; Samuel T. Hinds, Cox, Boston;  
 Man. Cardenas, col. Hines, South W.

William, Wixon, NBedford; 30th, arch  
Saco, Maine; 31st, berg Deronda, Morton,  
York  
March 31, arch Metamora, Nichols,  
bark Trifton, Apalachicola, anchored of  
and remained this morning.  
March 31, arch Metamora, Nichols,  
West Wind, Baltimore; 31st, Mary Jane,  
Delphia.

**Passengers Arrived.**  
AND HAVANA—Steamship Empire City—  
J—J McLanahan, lady, two children and  
Miss Ribben, A North, lady, infant and  
J F Prudden, J F Anderson, Mrs Potter, J C Masab, T de  
Mrs Libbe, F V Vannum, Mr. Bosworth,  
Child, Mrs. Beamble, O Gaeberich, W E  
Taylor, P Lacauer, A M Lewis, Harriet  
Curtis, A Mutt—16 in steerage  
Mrs. Beames, J. J. Curran, G  
G Morga, J Conna, M Campdeno, A L Lang,  
J Berba, J Springer, J Scott, J Wood

**Left Adiff Switt—Wm Groux and lady.**

**Passengers Sailed.**  
Steamship Empire City—J N Bird, E H  
Hall, C K Hull, W H Wigs, Z Hatridge, J  
Dodge, D Hadden, Valentine G Hall,  
J. J. Curran, G Morga, J Conna, M Campdeno, A L Lang,  
J Berba, J Springer, J Scott, J Wood

[illegible]

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